

**2004 BLM Exclusive Use Helicopter Workshop**  
BLM Aviation Management Conference – Boise, ID 10/26-27/2004

**TUESDAY, 10/26**

**Brad Gibbs – Introduction, Logistics**

- Reviewed 2003 workshop tasks
  - Annual data reporting
  - Posting of annual data on NAO website
  - Coordination w/FMO/fire planners on helicopter requirements (FPA)
  - Develop contract award options
  - MTDC developing Standard rappel/PSD Harness
  - Helitorch pilot training

***Tasking – (Brad) Need to clarify in IAIG***

- ❖ ***Helitorch pilot carding***
- ❖ ***Incident aerial ignition approval level***

**Brad Gibbs – Updates**

- Moab cargo-let-down approval (Brad), overview by Mickey
- Scott Sugg Acting Helitack Crew Supervisor @ Boise 2004
- Marina Reba Helitack Crew Supervisor @ Jerome 2004
- Vacancy @ Lewistown (Helitack Crew Supervisor)
- Vacancy @ Las Vegas (Assistant Helitack Crew Supervisor)
- Vacancy @ Anchorage (Resource Helicopter Manager 7/8/9)
- Helicopter Efficiency Coordinator @ NICC for NMAC and other helicopters 2004 and future
- New SAMS:
  - Jim Truitt, AK
  - J. Kent Hamilton, CO
  - Kurt Kleiner, WY
- RT 372 March 8-10 @ Mesquite, NV
- RT 372/SEAT May 10-12 @ Twin Falls, ID
- S-372/ SEAT Mgr. 1<sup>st</sup> week in March, Redmond, OR
- CWN contract re-write (Type I & II)
  - Available in early spring w/many changes, need to review closely

**Brad Gibbs – Review annual data sheet**

- Hand out 2004 consolidated annual data sheet
- L-48 usage down by approximately 1/3 from 2003
- Some bases still using old version of the form (current version is 1.3 11/03)

**Brad Gibbs – Helicopter Fleet upgrade**

- Overview of Contract Budget for 2005
- Overview of contract award cost/efficiency spreadsheet
- Minimum and Target specifications
- Specify Part 27
- FPA considerations

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### **Tasking – (Brad)**

- ❖ **Explore having an “Additional aircraft” clause in our exclusive use contract to allow Vendor opportunity to add additional aircraft at same price to utilize for short term (Severity)**

### **Dave Dash – Interagency Fire Program Mgt. Qualifications Standards and Guide (IFPM)**

- Helitack Supervisor
  - Applies to Position Description not Redcard qualification
  - No additional qualifications above and beyond Redbook
  - No professional requirements
  - IFPM Group needs to have tighter management controls

### **Brad Gibbs – Automated Helicopter Performance Planning (AHPP)**

- Proposed to IHOP, did not get Interagency approval for use
- Conducted BLM beta test in Oregon
  - Review the AHPP
    - Base comments - Vale, Prineville, Lakeview, Burns – all positive
- Explained/demonstrated “Handheld PC” application
- Will be pitched to IHOP’s again in February at the IHOW meeting

### **Tasking – (Kevin/Brad)**

- ❖ **Make plan for 2005 BLM implementation**

### **Brad Gibbs – Squad Leader position description**

- Need to get standard Position Description reclassified to GS-7
- Once accomplished, need to abolish old (GS-7 Helitack Foreman) Position Description
- Group exercise to review Squad Leader Position Description and make recommendations

### **Tasking – (Brad)**

- ❖ **Consolidate group exercise responses for review**
- ❖ **Gather other position descriptions (NPS GS-7, USFS, Engine Leader, Shots, Jumpers, etc)**
- ❖ **Formulate Working Group to complete re-write (utilize a portion of the following along with HR and a SAM)**
  - **Ron George, John Softich, Brian Ruffing, Chad Johnson, Bakersfield John Keese, Cameron Dingman, Scott Sugg**
- ❖ **Confirm if transfered from old GS-7 PD to new GS-7 PD would be non-competitive, what about upgrade for the current GS-6?**

### **Bryan Bitting – SAFECOM Review**

- Group break-out to look for trends within SAFECOM handout
  - Mostly ex-use, result of season?
  - Very few airspace incidents – years of training paying off?
  - External load and communication trends – need to continue to work on these
  - Vandalism – security at bases will be challenging
- Pilots are wary of SAFECOMS – don’t want to be associated
- State Cooperators don’t seem to put the same weight on SAFECOMS

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- Even though Safecom's are sanitized, you can figure out who it was
  - Does this need to be addressed – don't want pilots to hide stuff for fear of SAFECOM
  - Why have location and N# if just tracking for trends – better sanitization needed?
  - Maintenance doesn't need sanitized to such degree
- Better education to vendors that this is not a punitive process
- SAFECOM information sharing – deal w/problems contractually
- Use system to highlight more good things
- Increase general fire management knowledge on intent and purpose
- Focus on the "What" not the "Who"

### **Aviation Management/Effectuated Helitack - Incident with Potential Review**

- Bob Galloway/Russ Bird - Carson City, A-Star Hard Landing
- Steve Rauch/Jarrold Simontacchi - Vale, 212 Engine Failure
- Steve Rauch/Jarrold Simontacchi - Vale, 212 Wire Strike
- Bob Galloway/Fritz Mueller - Phoenix, Pilot Fatigue

### **Adjourn For the Day**

## **WEDNESDAY 10/27**

### **Kevin Hamilton – Interagency Issues**

- "Tell-it-like-it-is-Award" to Shane Charley
- Update on IHOP and Working Groups
  - IHOP – Chair, Glenn Johnston, BLM Representative Kevin Hamilton
  - IHOG – BLM Representative Cameron Dingman
  - Rappel – BLM Representative Brad Gibbs
  - Training – BLM Representative Will Worthwine
  - IAIG – BLM Representatives Brad Gibbs, Jerry Waters, Kato Howard
  - Shorthaul – BLM Representative Brad Gibbs
  - ACETA – BLM Representative Greg Gall

### ***Tasking – (Brad)***

#### ***❖ Post the organization charts on NAO website***

- Helicopter Efficiency Program
  - Helicopter Coordinator @ NICC, big picture efficiency, opportunities for savings, maximize performance
    - Flight hour usage reporting
  - Dispatching program
    - Ordering office provide support data
      - Highest operating elevation and temperature
      - Intended use
      - Operating restrictions
      - Program ranks helicopter by cost efficiency

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- Beta test 2005
- HCWN – HEMG handout
  - BLM stance was leave as is
  - Complex proposals whittled down to attempt to name change HCWN back to HEMG
    - Project Work will satisfy re-currency requirements
    - Will be pitched to NWCG, results to follow
    - HELB proposal to deal more with aviation fire operations, change taskbook
- New National CWN contract re-write for 2005, 2006, 2007
  - Format change
  - Best value, more user friendly
  - Extended availability/standby eliminated
- Aviation Transportation HazMat
  - New exemption, Handbook and training (module A-110) coming in 2005
  - Must carry Emergency Response Guide in aircraft
- Computer based training (CBT) for fire pilots
  - Content – basic fire behavior, fire tactics, ICS and fire organization, terminology, FTA, contract administration, communications, etc.
  - Registration, training, testing and record keeping completed on-line
  - CBT will be pre-requirement and obtaining pilot card for fire missions
  - SEAT modules are nearly complete
  - Helicopter modules targeted for April 2005 completion
- Other program updates for 2005
  - USFS may procure additional Type I & II helicopters and SEAT's??
  - BLM will procure 13 additional SEAT's for Lower 48 and 2 CL-215/415 @ Fairbanks
  - BIA will procure 4 additional SEAT's
  - Expect large Airtankers fleet similar to 2004, 1-2 P2V's, 7-8 P3's
  - BLM will have 0 large Airtankers in 2005

### **Cameron Dingman - IHOG Review**

- Review of suggested revisions collected thus far
- Group breakout to review IHOG
  - Cameron collected group comments
- Significant portion of February IHOG agenda devoted to IHOG review

### **Chris Ditmore, Gary Wilson – SEI Product Review**

- Torrentula Valve – fully controlled, multiple water drops, variable flow rate
- Powerfill 1 – allow full bucket w/shallow water source 18"
- Powerfill 2 – designed for smaller buckets 240 and up
- Custom Designed Buckets - to fit in aircraft compartments, K-MAX and Cobra
- Coverage Control – programmable drop, adjustable coverage level, automatic volume adjustment to predetermine level automatically adjusts valve openings and display of flow rate, works in conjunction with Torrentula Valve
- Remote Load Control – drain off portion of volume to manage load precisely – limit load control for standard bambi buckets

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- Rain drain – berm filtration system - allows secondary containment berms to drain by gravity feed, filters out array of hydrocarbons and seeds, Go-no-go system filters hydrocarbons below 10 PPM
- Ridgeside Berm – secondary containment for vehicles - drive in drive out w/out manual assistance, no need to manually collapse end walls
- M-3 berm – secondary containment for Mark III - new size, design and fabric
- Dragon Eggs – aerial ignition spheres – smaller than Primo, supply reliability, may be used with existing Primo, ignition reliability, increased storage capability, improved sphere visibility
- Blue Dragon – SEI adaptor for Primo machine – will modify your Primo to accept the Dragon Eggs at no cost
- Red Dragon – SEI ignition device with “Primo like” characteristics under development

### **Clint Albertson - NMAC Helicopters and Alaska assignment**

- NMAC History – how we got there
- Lessons Learned
  - Contract Administration: need to circulate CWN folks thru ex-use programs for advanced training
  - Logistics: beat the drum for 2<sup>nd</sup> asst on ex use crew w/position description to support national helicopter management
  - Personnel: Need more advance notice prior to expectations of staffing severity ships, primarily for personnel staffing needs
  - Operating Procedures: bucket deployment, IA vs. large fire
- Alaska assignment
  - Lakeview spent 83 out of 90 days in AK – 5 crew rotations
  - Find a local mentor to clue you in immediately
  - Used six person module – good use of trainees
  - Show up ready to work – no heli-slacking
  - Transition takes 5 full days – 1 day travel up, 1 day transition, 1 day travel home, 2 days R&R

### **Hal Spencer – Helibase Crash Rescue**

- IHOP chartered Work Group to develop minimum standards for Helibase Crash rescue contracted services
- NFPA sets minimum standards for structure protection
- Looking to use NFPA language that applies to this resource
- What triggers when you need or get rid of the CR
- Lots of decisions to be made – value judgments
- Work Group to consist of FAA, military, OAS and Helicopter types to work thru issues Work Group to come together in January

### **Ben Hinkle – TFR's and FAR's**

### **Brad – Bin Items and Critique**

- 4150 vs. 4250 CGW for Long Ranger
- Clarification of Driver duty day and tracking of hours

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- Project Helicopter Manager/WH&B discussion
- Consider having a RT-372 follow this meeting?
- Group Photo taken
- Non-Ex-Use HECM refresher requirements (currently there are none)

### ***Tasking – (Brad)***

- ❖ ***E-mail to all the S-271/217 Refresher Guidelines***

### ***Tasking – (Kevin/Brad)***

- ❖ ***What crew size prompts additional Squad Leader – try to build into FPA for personnel structure and add to Redbook***
- ❖ ***Redbook standards crew size for medium aircraft, 14 as minimum, try to get into Redbook***

**Adjourn Helicopter Session** (Thanks Everybody!!)